

LAURELS MODESTLY WORN.

The Owner of Maud S. Pleased but not Proud.

What Mr. Vanderbilt Says of His Fast Horses and Himself—No Match to Be Made With Frank Work.

New York Times.

When Maud S. and Aldine went a mile over the Footwall park course in 2:15 1/4 Friday afternoon, Mr. Samuel Stiffen, the secretary of the Gentlemen's Driving association, ordered the sign, proclaiming that Edward and Dick Swiveller covered the distance July 13, 1882, in 2:10 1/4, taken down. The old record was painted out, and yesterday the sign reappeared on the front of the judges' stand bearing in staring black characters the inscription:

June 15, 1883. Time 2:10 1/4. MAUD S. AND ALDINE.

Mr. Frank Work drove Edward and Dick Swiveller up to the park to a top wagon in the afternoon. He jogged them around the track but made no attempt at speed. It was Mr. Work's customary afternoon drive, and if the crowd at the park expected to see him try to reclaim the position he had occupied they were disappointed. The only exciting thing that occurred at the park was the speeding by Col. Lawrence Kip of his green horse Charlie a mile in 2:26, which was considered a good performance. Mr. William H. Vanderbilt did not appear at the park. Charles Phelps, the superintendent of his stables, took his horses Aldine and Early Rose out for exercise early in the day, and both of them and Maud S. remained in their stalls after that.

Mr. Vanderbilt was preparing to go to Islip, Long Island, to spend Sunday with his son, Mr. W. K. Vanderbilt, when he was at his residence in Fifth avenue. He wore a spotless white tie adjusted in a neat knot about the high collar that encircled his neck, and was in a pleasant mood. "I didn't suppose that the feat of my horses would create such a commotion," said he. "I went up for a drive, and was surprised to find what I had done myself. Still, for all that, there is no reason for making so much of a stir about it."

"Do you propose to make a match with Mr. Work or any one else, or give an exhibition of the speed your horses are capable of showing?"

"Not at all. I had my horses brought from Hartford for my own driving, and I certainly have no idea of giving public exhibitions."

"How much better do you suppose Maud S. and Aldine are capable of doing than they did on Friday?"

"I have no doubt whatever but that I can drive them in 2:13. I think I can drive Aldine and Early Rose in 2:15. Out of those three horses I can make up the three fastest teams in the world. I say the world, for there are no teams on the other side to equal teams here. I shall put Maud S. and Early Rose together as well as Maud S. and Aldine. Speaking of the capabilities of the team I drove Friday, I scarcely know their limit. You see, I did not go to the park prepared for getting all the speed possible out of the pair. I weighed 200 pounds and the top-wagon I had weighed 211 pounds. The other wagon without the top weighs 145 pounds. Dan Mace weighs, I think, 130, and John Murphy 145. Take the extreme of these figures, and you see that the horses were pulling 115 pounds of what might be counted extra weight, almost enough to stop them. A trained driver ought to make a difference of three and a half seconds in their time, and with every condition favorable there is a possibility of reducing the record five seconds."

"The two weights were not fitted for Maud S. and Early Rose?"

"I can get as much speed out of her without them as with them. The only thing they do is to have the effect of making her steadier. Of course, Aldine is not a match in speed to Maud S. The two had been driven together only three times before—twice in Hartford and once by me here on Thursday."

"You have not driven Early Rose at all since she came to New York?"

"She got 'off' to use the expression, in Hartford. Her feet were injured by shoes that were put on her. I shall not try to drive her until fall. There is nothing serious to be feared. Bair said Wednesday that Aldine could not go in 2:19, which shows," said the millionaire, with a smile, "how easy it is to be mistaken."

"Mr. Vanderbilt, how much would you take for Maud S.?"

"I can make money in other ways than selling horses," said Mr. Vanderbilt, with a quiet laugh. "I keep horses for pleasure, and not for sale."

"There are many stories of trouble between Bair, the trainer, and yourself?"

"No trouble whatever. Mr. Bair was hired to do what he did. When he brought the horses to New York and turned them over to me, then his duties ceased. That is all there is of it."

"Are you to go back to Europe the last of July, as you intended?"

"No, I shall spend the summer at Saratoga and Sharon Springs. The extra seven days that I was on the water by the accident to the Britannic afforded me enough of a sea voyage. I am in no better health than when I went to Europe, but I wanted to make the passage. My health is excellent and has been."

"Now that you have retired from active life entirely, what plans have you for your enjoyment?"

"None at all. I propose to live in a quiet way, and I expect to live the longer for it. I feel that I have a long time to live yet. Throwing off the cares of business ought to conduce to longer life. The control of the railroads that I am interested in has been placed in the hands of capable men who have real interest in them, and I look to see them more prosperous than ever."

"Jay Gould is to make a tour of the world in a yacht built for him. Has a thought of such an expedition entered your mind?"

"The Britannic is a good enough yacht for me. When I want to take a sail I can embark in that ship."

"Maud is in as fine shape as ever she was," said Superintendent Phelps at Mr. Vanderbilt's stables. "She needs a little keying up to make a record, that's all. She doesn't know anything bad," said he as the mare came toward him in obedience to his call and put out her nose to be fondled. Charlie Grant, the colored groom who has been with Maud S. since she was 3 years old, said she showed more speed than ever. She had perfect control of her motion. She trotted a quarter in 32 without effort, which was a 2:08 gait. The belief was expressed that she could cover a mile in that time. Aldine was said to be as good natured as

Maud S., but not to have the winning ways. The trouble from the little piece out of Early Rose's foot had vanished, and she showed no ill result from it. Like the other horses, she was in perfect condition.

When Mr. Work returned from Fleetwood he said: "I intended to warm Edward and Swiveller up to give them a scrape, but the east wind grew so cold that I did not. I had not had an opportunity before. I expected to drive in 2:25 or 2:30, but I simply jogged them in about 2:30. I will not say that I am going to beat Mr. Vanderbilt's time. I keep my horses for the pleasure of driving them and like them as well as ever. Both are in better condition than they ever were before. There were no judges on the stand when Mr. Vanderbilt drove his horses, but I am perfectly willing to acknowledge that he has beaten my time without that formality. I suggested that the sign of the judge's stand bearing the record of my horses should be taken down. Of course Maud S. was the horse that made the time. As for challenging Mr. Vanderbilt, why, I have no such idea."

THE NEW NIAGARA BRIDGE.

A Novel Principle in Its Construction—To Be Done in Eight Months.

Toronto Globe.

The Canada Southern railway bridge over Niagara river is to be built at a point about 300 feet above the present suspension bridge. The contractors have engaged, under a heavy penalty, to complete the whole work by 1st December next, about eight months from the time of beginning operations. The time occupied in building the suspension bridge was three years. A comparison will give an idea of the vast progress made in recent years in the art of bridge-building. The new structure will embody a new principle never before illustrated by any large work actually finished. Two similar bridges, however, are now being constructed—one the new Tay bridge over the Firth of Forth, Scotland, and the second for the Canadian Pacific railway over the Fraser River, British Columbia. Bridges built under the new design are known as cantilever bridges. Each end is made up of a section extending from the shore nearly half-way over the chasm. Each section is supported about its centre by a strong tower. The outer arm having no support, and being subject like the other to the weight of trains, a counter-balance is given by the shore arm being anchored or weighted.

This style of bridge has been adopted so as to avoid the very great expense involved in the construction of a suspension bridge. The towers on either side will rise from the water's edge. Between them will be a clear span of 509 feet over the river, the longest double-track truss span in the world. The shore arm of each cantilever having been built and anchored, the other arm will be constructed in sections of 25 feet, the whole being made self-sustaining as each section is added. The ends of the cantilevers will reach only 375 feet beyond the towers, leaving a gap of 125 feet to be filled. The link will be supplied by an ordinary truss bridge, which will be swung into place and rested on the ends of the cantilevers. Here provision will be made for expansion and contraction by allowing play between the ends of the truss bridge and of the cantilevers. At the same time the bridge will be thoroughly braced so as to prevent danger from the lateral pressure of the wind. The "wave" motion perceptible on a suspension bridge will not be felt on the new structure. The total length of the bridge will be 895 feet. It will have a double track and will be strong enough to bear two of the heaviest freight trains extending the entire length of the structure, and under a side pressure of wind at seventy-five miles per hour, and even then it is to be strained to only one-fifth of its ultimate strength.

The towers will not rest on bed rock, as the rush of the river would sweep away any caissons or other works intended to be used for excavations but the foundations will be in the large boulders that have dropped from the cliff during the past ages, the crevices being filled in white cement, making a solid foundation. The pressure will be so divided that upon the foundation rocks it will be only 25 pounds per square inch. The top of the stone structures will be 50 feet above the water level and from these the steel towers supporting the cantilevers will rise 130 feet. From the tower foundations up the whole bridge will be of steel, every inch of which will be subject to the most rigid tests from the time it leaves the ore to the time it enters the structure.

Railroad Inventor.

Railway Record.

Mr. Charles Burleigh, inventor of the drill which bears his name, is dead. About 1865 Mr. Burleigh, at the request, it is said, of the late Alvin Crocker, applied himself to the difficult work of perfecting a power drill for the primary purpose of making the completion of the Hoosac tunnel practicable. Mr. Burleigh's drill proved a practical invention, and its success enabled the Shanty Crothers to push the great work to completion. This drill, with Mr. Burleigh's air compressor, were used at the Hoosac tunnel, the Brooklyn bridge, along the line of the Union and Central Pacific railroads, in removing obstructions at Hell Gate, and in various works of less magnitude. Mr. Burleigh was director of the Boston, Clinton, Fitchburg and New Bedford railroad for several years previous to its recent consolidation with the Old Colony railroad, and he was one of the leading promoters of the proposed New York and Boston inland railroad.

MONROE, MICH., Sept. 25, 1875.

SIR:—I have been taking Hop Bitters for inflammation of kidneys and bladder. It has done for me what four doctors failed to do. The effect of Hop Bitters seemed like magic to me.

W. L. CARTER.

Cleaning a City.

Full Mail Gazette.

Those who like variety and contrast in the appearance of a street must find peculiar satisfaction in London at this time of the year, when painting and cleaning operations are so vigorously carried on, and the principle of the one being taken and the other left is so generally adopted. Very different is the state of things in Paris, where the town is mapped out into districts, and the whole of each district in turn has to be renovated at the same time—cleaning being required by law in every fifth year, and painting in every tenth. This is the time for these processes to be carried out, and a brisk correspondence has been going on in the Figaro upon the subject. The doctors are, of course, to the fore with scientific objections; such frequent cleaning sets loose the "germs" which have become safely encrusted in the walls,

while the white glare produces "irradiation," and ruins many an eyesight. To the lovers of the picturesque, meanwhile, the spick and span appearance of the Parisian houses is a perpetual eyecore, for does not the picturesque consist in "large neglect and noble unsightliness?"

An old hen-pecked man from Ohio, sprang his back in lighting a fire. He got a good drubbing. But St. Jacobs Oil rubbing. Made him well and very much spryer.

Liquor Drinking in Maine.

Brunswick (Me.) Telegraph.

Anybody who knows anything about the drinking habits of the people of Maine to-day, knows that liquor is drunk in parlors, in offices of law and medicine, and to a limited extent in the studies of the clergy, in kitchens and workshops, in the cars, on steamboats, and, if one wishes to observe, he will find that travelers by every means of conveyance in the state, take the poison with them. The express companies bring it in the state upon every arrival for private consumption and considerable which escapes detection and goes into sale in some smaller country towns. In many of the cities and some of the larger towns the sale is free to bars and saloons, not in open defiance of law, for that statute which public opinion does not support is no law at all, and cannot and never will be enforced. The sooner this fact is recognized the better it will be for the cause of temperance, which is advocated upon sensible grounds only by the better representatives of the reform clubs. It is no pleasure to us to report such a state of things, but so far as our observation extends we know our statements to be true. We detect deception, let it come in where it may. Neal Dow is so committed to prohibition that he wouldn't tell the truth if he could, and he couldn't if he would, upon the subject of enforcement in this state. We don't assert that some strictly temperance communities can not be found in Maine, but we do assert that rum is in far too general use all over the state, and we know that some of the best temperance men here regretfully admit this statement. Lying won't rub out the facts.

If your complaint is want of appetite, try half a wine-glass of Angostura Bitters at four before dinner. Beware of counterfeits. Ask your grocer or druggist for the genuine article, manufactured by J. G. B. Siegert & Sons.

Col. Jack Chinn.

Philadelphia Times Louisville letter: The winnings that some of these gamblers make is enough to take one's breath away. In one race alone Mr. Jack Chinn, the owner of Leonatus, won \$35,000. He is the famous friend of Phil Thompson, and was his staunchest supporter in all the troubles that arose from Thompson's unfortunate shooting affair. He is a desperate better, and one night last summer, the story runs, in a big poker game with some Blue Grass race men, he won \$15,000. Ex-Governor McCreary was at this time talking of running for congress against Thompson. Chinn heard of it, and, slapping his hand down on the table in front of him, swore roundly that Thompson should have every cent of his winnings to beat McCreary. When McCreary heard of the threat he failed to make the race. Chinn is a typical Kentucky gambler, handsome, broad-shouldered, liberal to a fault, and knows how to use a pistol. He once faced a mob of thirty republicans at Harrodsburg, who were threatening to kill any congressman. Col. "Bill" Bradley, the leader of their party in the state, especially hated by Chinn. He boldly denounced Bradley before the whole crowd. In a minute a dozen pistols were out. Chinn instantly drew his own, leveled it at the head of the leader, and swore that the first man that attempted to shoot him would read his leader's death warrant. Some friends backed him up, all of them with their weapons drawn, and a bloody battle was only prevented by mutual friends settling the dispute. He carries himself jauntily, never picks a quarrel, and never shows one that is forced upon him. A brave, reckless, dashing fellow is Jack Chinn, and a good specimen of the Blue Grass gambler. He owns Leonatus and several other good horses, has a fine farm in the heart of the Blue Grass, and is willing to bet \$10,000 on three acres.

SARATOGA NERVE WINE
NEVER FAILS.

"You claim too much for SARATOGA NERVE WINE," says a skeptic. "How can one medicine be a specific for Epilepsy, Dizziness, Headache, Neuralgia, Rheumatism, Spasmodic Cough, Stomach Troubles, and all the complaints?" We claim it is a specific, simply because the virus of all diseases arises from the blood. In Saratoga Nerve Wine, the blood is purified, and the system is invigorated. It is a known world-wide fact.

THE GREAT

NERVE CONQUEROR

It cures and composes the patient—not by the introduction of opiates and drastic cathartics, but by the restoration of activity to the stomach and nervous system, whereby the blood is relieved of morbid fancies, which are created by the causes above referred to.

To Clergymen, Lawyers, Literary men, Merchants, Bankers, Ladies and all those whose sedentary employment causes nervous prostration, irregularities of the blood, indigestion, bowels or kidneys or who require a nerve tonic, appetizer or stimulant, SARATOGA NERVE WINE is invaluable. Thousands proclaim it the most wonderful invigorant that ever sustained the sinking system.

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Oh, My Back!

That's a common expression and has a world of meaning. How much suffering is summed up in it.

The singular thing about it is, that pain in the back is occasioned by so many things. May be caused by kidney disease, liver complaint, consumption, cold, rheumatism, dyspepsia, overwork, nervous debility, &c.

Whatever the cause, don't neglect it. Something is wrong and needs prompt attention. No medicine has yet been discovered that will so quickly and surely cure such diseases as BROWN'S IRON BITTERS, and it does this by commencing at the foundation, and making the blood pure and rich.

Logansport, Ind. Dec. 1, 1880. For a long time I have been a sufferer from stomach and kidney disease. My appetite was very poor and the very small amount I did eat was not retained. I tried many remedies with no success, until I used Brown's Iron Bitters. Since I used that my stomach does not bother me any, and my appetite is simply immense. My kidney trouble is no more, and my general health is in a fine state. I feel like a new man. After the use of Brown's Iron Bitters for one month, I have gained twenty pounds in weight. O. B. SARGENT.

Leading physicians and clergymen use and recommend BROWN'S IRON BITTERS. It has cured others suffering as you are, and it will cure you.

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And will make deliveries on round lots for prompt delivery.

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Building Purposes,

Paving Blocks

To both Chicago and Omaha, and solicits correspondence and orders from contractors engaged in paving streets in any of the western cities.

ST. LOUIS, MO., Dec. 1, 1882.

D. E. WELLS, President, Sioux Falls Water Power Company.

TESTIMONIAL.

I have received from your company since October 1, 1882, about 100,000 of granite paving blocks and have laid them between the rails of our street railway, the heart of the city. I have been using paving material in this city for many years, and I take pleasure in saying that in my opinion the granite paving blocks furnished by your company are the most regular in shape and perfect in form, and as far as I have been able to judge, are possessed of as durable a feature as any material that has ever been offered or laid in the city.

Yours,

JAS. K. LAKE.

(Copy.)

TO WHOM IT MAY CONCERN:

This is to certify that I have examined a piece of granite blocks from the Sioux Falls Granite Quarries, and in my opinion, it is the best stone for street paving I have seen in America.

(Signed) HENRY FLAD,

Pres. Board Public Improvements.

Stone for Paving Purposes.

And any person interested in such improvements will find it greatly to his advantage to communicate with me. I will give correspondence on the subject, and the general management and supervision of the company's business is now in the hands of Wm. McCreary.

Address your letters to

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"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well selected Cocoa, Mr. Epps has provided our breakfast tables with a delicate and nourishing beverage which may save many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure and cleanly nourished food."

Civil Service Gazette.

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A Skin of Beauty is a Joy Forever.

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Oriental Cream or Magical Beautifier.

The Oriental Cream Purifies as well as Beautifies the Skin, Removes Tan, Pimples,